Many Men Know This Is Not True, but Are Intimidated by Their Comrades-Lawsunces Resumed at Oakland-Soldiers March on the Mob, and Both Men and Women Are Prodded with Bayonets-The Southern Pacific and Santa Fo Are Banning Louded Trains Without Any Trouble and the Traffic, Too, In Henry,

SAN FRANCISCO, July 10:-If it were not for the encouragement received from Debs the California strikers would have surrendered on Saturday. Debs is sending daily telegrams urging the men here to hold out and promising them that eletory is sure if they do not weaken. The sensible strikers see that his promises are tale and that each day lessens the chance of the recovery of their old places, but they cannot do snything in the face of the radical members who control the situation. It is given out that the strikers hope to wear out the militia and the regulars and to seduce the scabs from their allegiance to the railroads. Incidentally they will cut air pipes, steal coupling pins, and weaken the track, taking care that the law gets no hold upon them.

This is what they have been doing to-day in Oakland, where the full force of militia has been used to protect outgoing trains from their attacks and depredations. At noon to-day at West Oakland the strikers boarded a slow-movtog freight train, cut the air hose, and stole the drawhead pins. The militia charged the crowd, but did not fire. Several received bayonet wounds, and over a score of strikers were arrested in a house where they took refuge. The streets are filled with strikers, and if the exttement increases there are prospects of serious trouble to-night. The railroad company is running regular trains, but the overland travel is light, as very few care to risk the chance of the

trains being ditched by strikers. This afternoon the militia at Oakland reseived orders to fire on any one molesting freight or passenger trains. This order made the crowd ugly, but no strikers have yet tested the temper of the troops

At Sacramento several hundred men returned to work in the big railroad shops, as they saw that to continue the strike was hopeless. The callroad managers believe the shops will be nning as usual on Wednesday. All men rerning to work have to sign an agreement that shey will ignore the A. R. U. in future.

ige Cattin of the Superior Court at Sacraento came near causing bloodshed in his court ne at Dunsmuir were up before him on habeas rpus writs. Regulars suddenly appeared on scene for the purpose of seeing that the trikers should not get possession of these men. he Judge interpreted their presence as a mena to the court and called on all present to reist the troops. There were loud threats and treat excitement, but the soldiers withdrew and tented themselves with seeing that the pris oners were safely turned over to the chief of

By the United Press.

OAKLAND, July 16 .- There was intense excite ment at West Oakland shortly after noon to-day. The Mendota freight train had left the yard, and part of it had crossed Seventh street, when the engineer discovered that some one had cut the air pipe. It was soon after discovered that a number of coupling pins had been removed, and an alarm was sent to Police Headquarters. An immense crowd gathered around the engine, and soldiers from the Second Regiment were called out. They charged the crowd and drove the people back, several being prodded by bayonets. Twenty-one persons were arrested. The presence of the military and the proximity of the camp to disputed points renders abortive any attempts at interference with the running of trains. The strikers change their plans so frequently and transfer the scene of their operations so rapidly to new points that the military and the deputies are kept in a constant state of turmoil and excitement. yard, and part of it had crossed Seventh street

and the deputies are kept in a constant state of turmoil and excitement.

Some of them have been sent as far as Sacra-mento and others have been sent to watch the company's property at points along the road. Last evening an engine and a car full of sol-diers were sent down to Berryman at North Beckeley to guard the roundhouse at that place from an expected visit of strikers. The men re-turned this morning.

Serkeley to guard the forman are expected visit of strikers. The meaning from an expected visit of strikers. The meaning furned this morning.

The strikers have introduced another feature in the local fight, which so far has been worked with success. At daybreak this morning the strikers gathered in force at corner streets leading to the yards and positively refused to allow men employed by the company to go to allow men employed by the company to go to work. Car men, car cleaners, switchmen, and others were stopped and sent back. Assistant Division Superintendent Thompson says that this move had the sent street of freight an armorphing a fire

saying he would kill the first man who interfered with him. He was allowed to pass on.
Late last night a large number of strikers congregated at the Peralta street yards, presumably for the purpose of stopping a freight train. They stood just outside the dead line and frequently ridiculed the soldiers. One of the train crew who had been solicited to join the ranks of the strikers and refused presented his pass and was allowed to enter the lines on his way to the roundhouse. Some twenty strikers resented his action, rushed in a body through the soldiers, and chassed the man over the ground, they in turn being chassed by the soldiers.

Master Mechanic McKennie says the company has all the train crews it needs, and that reguests for positions are numerous. On the other land, President Roberts of the American Railway Union says the company is shorthanded and the strikers are hopeful of winning the fight.

way Union says the company is shorthanded and the strikers are hopeful of winning the fight.

Los Angeles, July 16.—Save for the talk of a number of railroad men, who congregate around A. R. U. headquarters, and the presence of Federal troops, there seems to be no evidence of the big strike here to-day. All was quiet at the depota and trains on both the Southern Pacific and the Santa Fé railroads run regularly. The Santa Fé has imported a number of firemen and engineers from the East, principally from Chicago, and it is purposed to put them at work. Whether they are union or non-union men is not known. United States Marshal Covarrubias is thinning out a batch of deputies spicinted since the strike began, and to-day cancelled the commissions of those appointed at Bakersheid, a point where trouble was momentarily apprehended and where many men were returning to work.

The Southern California branch of the Santa Fé announced to-day that it proposes to reduce its daily train milesge 800 miles when the new time card goes into effect to-morrow. This means the discharge of about fifty employees. The reason for this is the general demoralization of business and the probable dull summer.

The week opened with no evidence of a strike heavy.

Oashand, Cal., July 16.—About 1 o'clock this basics.

fe roads operating without trouble. Traffic heavy.

Oakland, Cal., July 16.—About 1 o'clock this afternoen a freight train was started for Menlota. The strikers impeded the movement of the train, pulled the pins from the drawheads, and cut the air pipe. The police and milital harged the crowd and several persons were avoneted, one of them being a woman.

The first intimation received at military camp hat the presence of troops was required was required to the according to the disorder. The first intimation received at military camp hat the presence of troops was required was required to the according to the disorder, where the outpost guard had already put in an uppearance. One company of soldiers began perations by pressing the crowd back from the train. Other companies continued the harch down Cexiar avenue, and on reaching the crossing there wound into Gossatzet, where a crowd of several people was specify but firmly kept moving from the scene of actiment. Women mixed freely with the men and elbowed their way where they could obtain the less tiew of the conflict.

Midway down Seventh street from Cedar whose the soldiers rushed into a crowd, pursing them to the door of a house kept by a last named Monroe, which is said to be the cadquarters of the strikers.

When the soldiers first appeared on Gossatzet there was a wild rush from the street. In general excitement which seried specializes also affected the soldiery. Even women cre not exempted from the order to vacate the freet.

of them, Mrs. Haley, a copulent middle-woman, was too slow in making her es-suing in which one of the soldiers product ith a bayonet. Troopers charged up Ce-cenue, urging their horses into the hottest

sard house, econd attempt to start the Mendota train was made at 3:20 o'clock. Four to of soldiers took up positions on both the track and established a dead line, bment of cavairy under Capt. Bluments o came up and the freight pulled out in

morning when the men went to work a Manager Towne issued fifty revolvers dispers of the company in the rards. But overtand train over the Central since the strike arrived to-day in three 4. The main siding at Sitteenth street, which from the freight cars with which both east at bound overland roads were blocked by a let the beginning of the strike, was a like morning. is of the possible trouble and blockades the line a Hotchkins gun had been moun-a flat cur where it will be held in read-ogo out at a moment's notice. The fol-

lowing was issued by the local American Rallway Union this afternoon.

"The travelling public is warned against patronising all trains now running on the Southern Pacific line. Such travel is unsafe. Men who operate the trains are incompetent, and grave danger to life and limb may result from the faulty operation of the trains intrusted to unskilful hands.

"Theatrike is not off; the public has been misled. We ablor violence, and state emphatically that we are not responsible for any depredations that are committed."

SACRAMENTO, (Id., July 16,—All the local

that are committed.

Sacnamerro, Cal., July 16.—All the local trains left on time this morning, and the first west-bound overland since the strike passed through to San Francisco. Another west-bound overland train, which had been tied up at Truckee, also left for San Francisco. The railroad company does not appear to have much trouble obtaining crews for passenger trains. Most of the crews, however, are non-union men. A steamer last night brought a number of non-union men from San Francisco.

ever, are non-union men. A steamer last night brought a number of non-union men from San Francisco.

Mullen and Compton of the boycott committee were arrested at 10:30 o'clock this morning by the Sheriff of Yolo county on the charge of fellowy in connection with the wrecking of the train at Two Mile Trestle. All the committee are under arrest now. It is not believed that the charges can be made to stick against Knox, Mullen, and Compton. Their arrest, however, does not create consternation in the ranks of the strikers. The strikers say that they will fight so much the harder now.

The strikers are standing solid," said one of the leaders to-day. "We will not give in until we find every hope of success gone. Of course, with scabe and plenty of soldiers the railroad manages to run a few trains. I know of a number of men in the crews who have gone out on trains just for the trip and after that will be with the strikers."

Members of the First and Third regimenta are still doing guard duty. Said an officer of the regular army this morning. "The regulars will not leave as early as the strikers hope for. We will stay here until the strike is all over and the men are hard at work again. The strikers will have to give in. The regulars can remain here a year if necessary, and that they will stay that long there is no doubt if the strike will stay that long there is no doubt if the strike continues."

Col. Graham says that he does not look for

ues.". Craham says that he does not look for any more trouble. His advice to the strikers is to be careful, as he will not allow them an inch

any more trouble. His advice to the strikers is to be careful, as he will not allow them an inch of ground.

The railroad between Ogden and Sacramento has finally been cleared of all delayed, overland trains. Escorted by soldiers, tied-up west-bound trains at Rocklin and Winnemucca passed through to San Francisco this morning.

This afternoon the overland trains tied up at Ogden went through to San Francisco. There were three trains. The first was made up of eleven cars, filled with mail, the second consisted of the same number of tourist cars, filled with second-class passengers, and the third train was composed of eleven Pullman sleepers. The same crews brought the trains from Ogden to Sacramento. Eastern regulars had charge of the trains to Truckee, where they were relieved by the California soldiers.

Several hundred of 2,000 or more shopmen returned to work in the railroad shops this morning. Superintendent Fillmore says that every man who goes to work for the company must sign an agreement not to belong to the American Hallway Union.

an agreement not to belong to the American Rall-way Union.

Hefore daylight this morning there was a determined effort made to wreck a switch engine at a station just beyond the city limits. The guard discovered the attempt in time to prevent its execution, and fired two shots at unknown skulkers. No one was hurt.

During the day a striker named Hatch was arrested by the Yolo county Sheriff for train wrecking and murder. He is accused of having removed a fishplate on the trestle, which resulted in the wreck in which Engineer Clarke and four soldiers lost their lives.

While E. E. Seylor, S. Tesa, and F. Heckle, three of the strikers arrested for stealing a train, were in the garden of the city jall waiting for their bonds to be approved, they were again arrested and taken to the guardhouse by regulars for, it is alleged, calling a brakeman a scab.

The strikers were confined in the guardhouse

scab.

The strikers were confined in the guardhouse until this afternoon, when they appeared before Judge Catlin seeking their release on habeas corpus

A body of armed soldiers suddenly entered
the corridor. Sheriff O'Neill came in hurriedly
and whispered a few words to Judge Catlin.
The Judge looked pale and determined. He

The Judge looked pale and determined. He said:

"Soldiers with bayonets drawn are outside in the corridor, and I am informed they are here to take these prisoners from this room. I command everybody in this court, deputy sheriffs, policemen, and others, to stay here, and resist any effort to take away these prisoners."

Under Sheriff Rooney returned from a visit to the corridor and announced that the soldiers would wait outside. Attorney Knight said the soldiers had acted under some misapprehension. Knight then induced the soldiers to leave the corridor and the excitement subsided.

Judge Catlin settled the case of the prisoners at the bar by remanding them to the custody of

APPROVED BY THE HOUSE.

Only Bland and Pence Objected to Mr. WASHINGTON, July 16 .- With less than half

an hour's discussion, and with practically no opposition, the House to-day adopted this resolution, offered by Mr. McCreary (Dem., Ky.):

Col.) and Bland (Dem., Mo.). Pence criticised the attitude and action of Attorney-General Olney toward and upon the recent troubles, charging that he had selected a railroad attorney of Chicago as special assistant District Attorney to prosecute the strikers and their Attorney to prosecute the strikers and their leaders in that city. He also referred to the charges made in Democratic papers that Olney was the representative of corporations and trusts as a reason why he should not be in the position he occupies, and why his action should

charges made in Democratic papers that Olney was the representative of corporations and trusts as a reason why he should not be approved.

Mr. Bland said: "Mr. Speaker, it is to be regretted that a resolution of this charater should be thrust in here under a fitteen-minute rule for debate, because it opens a wide field for discussion; not but that I believe any member of this House, no matter to what political party he belongs, will endorse the State Government and the Federal Government in all legitimate efforts to preserve our institutions, to put down riots, and preserve the majesty of the laws of this country. I have no sympathy, Mr. Speaker, with any man who raises his arm in violence to destroy property to enforce what he may consider his rights of work, and try to prevent others from working. No principle of that kind can find endorsement on the part of any one who has a proper egnecation of the rights of the people of this country to liberty.

"But, sir, in these great disturbing times, such as we have just passed through, it often occurs that acts are done under an assumption of authority that we may be called to endorse by a sweeping resolution of this character. I am, as a Democrat, to-day where I have always been, and that is, for the rights and the dignity of the people of the States. I believe in local State government, and that the whole arm of the State authority should be used in suppressing violence before the Federal Government should interfere, except to protect its own property and to protect its mails.

"I am aware, Mr. Speaker, that throughout this country even in States where there was no violence, and where, if violence occurred at all, the State authorities were ready and able to deal with it without any instructions sent out by the Attorney-General, the whole country was flooded with deputy marshals, sheriffs were arrested, and State authority was overthrown, and the strong arm of the Federal Government took possession of matters properly belonging to the States. Against that, sir. I

House.

The rest of the day's session was spent in discussing the bill reported from the Committee on the Judiciary 'to establish a uniform system of bankrupty.' It was a purely voluntary measure and intended, as explained by the author. Mr. Balley of Tuxas, to harmonize proceedings in bankruptcy in the several States. The bill as reported by the committee was ordered to be engrossed, but on its passage the vote of a quorum could not be obtained, and the House at 5:55 P. M. adjourned until to-morrow.

Want Bebs to Lecture.

A movement has been started by a number of men who got up the mass meeting in Cooper Union on Thursday to bring Eugene V. Deba, Precident of the Railway Union, to New York, to deliver a lecture for the benefit of the rail-road strikers.

Not Intend to Beaums Work-No Prospect of Immediate Withdrawni of Troops

CHICAGO, July 16,-Debs still says he is certain of coming out ahead in his fight with the railroads. Directors Goodwin and Hogan of the A.R. U. left to-day to begin the work of organizing the men in the Northwest and the ountry west of the Mississippi. There are now eight of the organizers out.

"Our policy," said Debs, "is to keep these organizers with the men, so the strikers will not weaken. We have everything solid west of the Mississippi. That is our strong point. I claim that as long as we have traffic stopped at any one point we have not yet lost the fight. It is as if you stop the flow of blood in an arteryyou stop the circulation in the whole system."

But everything seems to be running smooth asked. "Oh, well," he replied, "the passenger busi-

ness in and out is being transacted fairly well, but there are no freights moving at all, and that's where we have the best of them. That's where we expect to cripple the enemy." At the depots Deba's statement that freight traffic is paralyzed is not borne out. Most of

the roads are moving freight without the slightest trouble. When a despatch stating that Heathcote leader of the Pullman strikers, had asked Debs to call off the strike was shown to Deba, he

"The Pullman strikers are just as firm as ever. They have no intention of going back to work. If Pullman is satisfied they are. Mr. Heathcote has not made me any proposition of that kind. On the contrary, he has assured me

of his continued cooperation,"

Debs received a report from La Salle, Ill., this norning declaring that the Rock Island road is again in difficulty at that place. Debs asserted that within forty-eight hours he would have the Rock Island in as bad shape as ever,

The usual meeting of the A. R. U. was held at Uhlich's Hall this morning. Debs addressed a arge audience. Yesterday he spoke at eight different meetings. Debs said to-day at the Revers House;

"We have by no means conceded that the strike is lost at Chicago. The men who are out here are still enthusiastic, and, from what I saw in addressing several thousands of them esterday, I am satisfied that the cause is not lost. Hereafter we are not going to make our plans public before they are executed. I am strongly of the opinion that the American Railway Union will give evidence of its strength here by moves that will be made by the railway

employees very soon."

However, the announcement that strikers at Pullman were on the point of surrendering and saking for employment in the palace car works at the reduced wages is said to be partially true. Thomas Heathcote, leader of the Pullman strikers, admitted to-day that all his infuence and that of other labor leaders was required to prevent a general stampede of the orkmen, and officials of the Pullman Company acknowledged that they expected orders from acknowledged that they expected orders from headquarters any day to open the car shops that have been closed more than eight weeks. Pullman officials say a week would be required to get ready for opening the works. They expect the announcement of opening to be made this week, and will then begin operations with all the men needed to get out the contracts now on hand.

with all the men needed to get out the contracts now on hand.

There is no immediate prospect of the withdrawal of the Federal troops from Chicags and vicinity, according to Gen. Miles. The order for removal will come from the Secretary of War at Washington, but it will only come after such a course is recommended by the General.

At present he does not feel that the general situation would warrant the decrease in the military forces guarding the property of the Government and doing duty along the many miles of railroad track in Chicago. The present war footing of the Lake Front Camp, Camp Miles, and Camp Hesing will be maintained for some time.

turbances.

It was said at the City Hall this morning that
there was no immediate intention on the part of
the Mayor to advise Gov. Altgeid that the miitia might be safely withdrawn. The Mayor

litia might be safely withdrawn. The Mayor was engaged all the morning in an important conference with the Corporation Counsel and other officials, but a personal statement was promised later in the day.

Chief of Police Brennan said that all of the special officers added to the force during the last two weeks were still on duty and likely to remain so for a while.

"I regard the trouble as practically over," he said, "but at the same time there may be isolated disturbances here and there and I would have a supplied the said have and I would have a supplied to the said have and I would have a supplied to the said have and I would have a supplied to the said have a supplied to the said have and I would have a supplied to the said have a supplied to th lated disturbances here and there may be iso-lated disturbances here and there, and I would not regard it as safe by any means to withdraw the men from service. Our regular force is none too large, and every man we have may be needed yet."

for large, and every man we have may be nessed yet."

Five hundred extra policemen were on guard to-day at the stock yards. Their presence was due to a rumor that rioters had threatened to pounce upon the packing houses and use force in taking employees away from their work. All the packing houses are running, although with reduced forces. The managers of the houses any they have more men on call than they can use at the present low state of business. They are confident there will be no more tie-ups.

PRESIDENT HUGHITT SPEARS UP IN CHURCH.

There was a 'urprise yesterday in the First Presbyterian Church of this city when Marvin Hughitt. President of the Chicago and Northwestern Railway Company, arose and made vigorous reply to a statement by Prof. Bemis, who occupied the pulpit and spoke on the strike and its lessons. Prof. Bemis had said in part that if railroads expect their men to be law abiding they must set the example.

"I do not attempt to justify the strikers," said he, "in their boycott of railroads. But railroads themselves, not long ago, placed an offending railroad under the ban and refused to honor tickets or transport freight of that road. Such boycotts are no more to be justified than those of the strikers. Let there be some equality in these things."

At the close of the sermon Mr. Hughitt left his seat and took a stand immediately in front of Prof. Bemis. He demanded an instance of a boycott instituted by railroads. Prof. Hemis replied that instances were numerous where railroads had associated to refuse to honor tickets or transport freight of some offending line.

"But that is not a boycott," said Mr. Hughitt. PRESIDENT HUGHITT SPEAKS UP IN CHURCH.

raincade had associated to Fertase to honor tickets or transport freight of some offending line.

"But that is not a boycott," said Mr. Hughitt. Prof. Semis replied that if it was not a boycott he was willing to let the matter rest. After a few further remarks upon the subject by Mr. Hughitt the matter was dropped.

Sprinsorietto, Ill., July 16.—Gov. Altgeld was asked last night when the troops probably would be withdrawn from Chicago, and gave the following statement:

"I have not considered the subject of withdrawing the troops from Chicago at all. They may be withdrawn soon, and they may not. It depends entirely on the situation. I shall certainly not withdraw them until Mayor Hopkins feels that he can with his police force alone easily maintain order, protect property, and enforce the law. I was engaged most of last week in securing arms so as to increase the force in case the strike should be greatly extended, and I was prepared to put ten or twelve more regiments in Chicago on a day's notice if it had been necessary, but as the strike was not extended much and has worn itself out I suppose the troops can be withdrawn soon. I have already been requested to withdrawn soon. I have already been requested to withdrawn soon. I have already been requested to withdraw them from quite a number of other railroad points in the State where we have had troops during the entire strike."

West Superior Terminal and Transfer Comentire strike."

WEST SUPERIOR, Wis., July 16.—The men of the Lake Superior Terminal and Transfer Company went out to day, iteing up all the switching at the head of the lake. They went out because the company handled Northern Pacific and Omaha cars.

It Was Shut Bown Completely Buring the Strike-Old Hands Taken Back. TOLEDO, July 16 .- When the switchmen went out on the Wheeling and Lake Erie road General Manager A. G. Blair discharged the 1,500 men on the line in every capacity and shut down men on the line in every capacity and shirt down the road. To-day the company issued orders resuming operations in all branches. All firemen who have applied for reinstatement and who were in good standing at the date of the suspension will be restored to their former places. All former employees who, in the judgment of the officials, are entitled to resmployment after careful investigation may be put to work if needed.

All but two of the striking men have gone back on the Ann Arbor, and all the roads have plenty of men, old and new, to operate in full.

Opening the Union Pacific. and Northern road was opened to-day as far as Dillon, Mont., north, but beyond that point is tied up. The road may possibly be opened to Butte by Wednesday morning, but perhaps not until Thursday. OMARA, July 16 .- The Union Pacific's Utah

REMOVED THE PISH PLATES. West Train Wrecking on the Grand

BATTLE CHEER, Mich., July 16 .- A wreck on the Chicago and Grand Trunk road occurred near this city at 3 o'clock this morning. Some time after midnight last night the bolts were removed from the fish plates which held the ralls together and the plates taken from the rails at the top of Austin Hill, just west of this city. Train No. 6, due here at 2:30, was twenty minutes late at this station, and was running fast to make up time. The train had just passed the top of the hill and was coming down the grade, when the engine and train left the track and jumped into the ditch. The train was the same one that was in the wreck here last fall. It consisted of the express car, baggage car,

one day coach, and four Pullmans. When the rails spread the engine ran about 100 feet and then went over on its side in the ditch. The tender followed, and the day coach and one of the Pullmans were turned across the tracks. The trucks of the cars were forced off tracks. The trucks of the cars were forced off and they were badly damaged. The end of the baggage car was crushed in, and all of the derailed coaches were stove in. There were seventy-five passengers on the train, and all were more or less shaken up, cut, and bruised, but fortunately none is badly injured. The day coach, which went over on its side, was lighted with gas, and the lights went out the instant it left the rails.

The engineer and the fireman

with gas, and the lights went out the instant it left the rails. The engineer and the fireman of the train were from Elsden, Ill., and were making their first run on this section of the road. Fireman Thomas Crow was thrown several feet from the ngine and his neck was broken. He died almost instantly. Engineer Miller was badly cut about the head and face. Brakeman Mitchell, Conductor Bishop, and Baggageman Adams were also badly cut and bruised, but their injuries are not fatal. The most seriously injured of the passengers is a woman named Roberts of Chicago, who was badly cut about the head and face and is also injured internally.

The wreck was the result of a plot to wreck the train. The same kind of a plot was attempted at Vicksburg last week. One of the trackmen found that the plates there had been removed from the rails in the same manner as they were last night.

STRIKERS FIRE ON NEGROES.

Two Deaths From an Attack Made by the

BIRMINGHAM, Ala., July 16,- About 5 o'clock this afternoon a body of men armed with rifler were discovered near slope No. 3 of Prattm ines of the Tennessee Coal, Iron, and Rallroad Com-pany, seven miles from Birmingham. It was the hour when the men at work at the mines came out.

The men at work were negroes who had taken the places of the strikers, and the attacking party were strikers and their sympathizers. As the negroes came out the strikers, who were the negroes came out the strikers, who were squatting around behind bushes and fences, opened fire. Several rounds were fired before the strikers scattered. The casualties are: H. W. Tierce, white guard, killed; negro miner, name unknown, killed.

One of the strikers, a Frenchman named Racquet, was badly wounded and will die. One of the wounded strikers was dragged off by his friends. Two local milliary companies were hurried to the scene and are in the neighborhood to-night.

hurried to the scene and are in the neighborhood to-night.

All the companies, ten in number, which had been sent here from other cities for a week on account of the strike, had been ordered home last night. This afternoon the Montgomery companies were stopped en route and turned back, and all the others will be here in the morning for duty at the mining camps. The mining strike has been on since the middle of April.

Gov. Jones saw the miners committee this afternoon and begged them to accept the compromise lately offered, but they declined. The proprietors are opening mines with such labor as they can get, and Gov. Jones is of the opinion that troops will be needed here indefinitely.

The attack this afternoon followed in less than two hours after the departure of the troops. troops.

The negroes scattered in all directions when fired upon. Only a few had come out of the mines when the firing began.

An Indiana Striker Tells How He and Sev-

TERRE HAUTE July 16 .- Edward Holloway, aged 30, of Crawfordsville, the prisoner under arrest here for wrecking the New York express on the Big Four at Fontanet on Thursday night, resulting in the death of Engineer Mochrman of indianapolis and Fireman Fleck of Mattoon, od to-night. He says there were seve or eight others in it besides himself. They were all miners. As he was a stranger at Fontanet he does not know them. They broke the switch lock with a hammer and threw the switch an inch or two. They were figuring on a freight grass to watch the result. When they saw the

grass to watch the result. When they saw the through passenger train come along at the rate of forty miles an hour one of them said:

"Well, it does not make a — bit of difference if scabs are killed."

After the wreck Holloway said he field and walked all the way to Rockville, where he was arrested on suspicion, because, while he was listening to Isaac Davis reading an account of the wreck in the morning paper, he said that wasn't the way it occurred, and he told it in detail. Holloway is a State militiaman, and a member of the Crawfordswille Company of the least in the least interest in the least in the least in the least interest interest in the least interest in the least interest in the least interest interest in the least interest in the least interest interest in the least interest interest in the least interest interest interest interest interest interest in the least interest in wasn't the way it occurred, and he told it in de-tail. Holloway is a State militiaman, and a member of the Crawfordsville Company of the In-diana Legion. He hired as a non-union man to the Big Four and deserted immediately to the strik-ers. The confession was made to Lamb & rs. The confession was made to Lamb & brassley, attorneys for the road, and to Sheriff

NO PLACES FOR STRIKERS.

In Minneapolis and Cincinnati They Are MINNEAPOLIS, July 16 .- To-day a representative of the seventy strikers on the "Soo" line notified General Manager Underwood that they were ready to go back to work. Mr. Underwood told them that he had all the men he wanted, and did not propose to take back any strikers.

CINCINNATI, July 16.—The Big Four striking switchmen presented an appeal to the company last night asking to be reinstated, and were fiatly refused. These men went out in sympathy with the Pullman strikers.

RECEIVERS FOR KANSAS PACIFIC. They Are Appointed on the Suit of Messra. Hage and Gould. TOPEKA, Kan., July 16.-Foreclosure proceed-

ings were begun in the United States Circuit Court to-day against the Union Pacific Railroad Company by Russell Sage and George J. Gould, trustees of the bondholders of the Kansas Pacific Railroad Company, which is now a part of the Union Pacific system. The property covered by the bonds is the old Kansas Pacific, extending from Kansas City to

Denver and from Denver to Cheyenne, The bonds, amounting to \$11,724,000, were issued by the Kansas Pacific on May 1, 1879. In the complaint it is set forth that the bonds are by the Kansas Pacific on May 1, 1879. In the complaint it is set forth that the bonds are in default; that since the property passed under the control of the Union Pacific company its revenues, which were amply sufficient to protect the bond-holders, had been divided to defray the losses incurred in the operation of other parts of the system and that the plaintiffs were losers in consequence. Judge C. G. Foster was asked to appoint receivers for the Kansas Pacific to take charge of the property that the surplus earnings of the Kansas City proper might be used to pay interest and principal on the bonds.

Judge Foster appointed S. H. H. Clark, Oliver W. Mink, and E. Ellery Anderson three of the receivers of the Union Pacific Railroad Company, as receivers of the Kansas Pacific, but decilined to appoint John W. Doane and Frederic H. Coudert, the remaining Union Pacific receivers, although requested to do so by the attorneys for the plaintiffs. He ordered them to continue to operate the Kansas Pacific as a part of the Union Pacific system, but instructed them to keep the accounts of the road separate from the other parts of the system, and turn over all surplus earnings to the court for the benefit of the stackholders.

It is understood here that this is the first step toward the reorganization of the old Kansas Pacific Railroad Company and its entire separation from the Union Pacific. The Kansas Pacific is the best paying piece of road in possession of the Union Pacific, and has always earned a revenue greatly in excess of its operating expenses. a revenue greatly in excess of its operating ex-

Train Wreckers Use Bynamite. SAUK RAPIDS, Minn., July 16.—An attempt was made Saturday night to wreck a Northern mite on the tracks. The engine was lifted clear off the tracks, and the passengers were badly shaken up, but no serious damage resulted. Suspicion rests upon four men who have been hanging around for the past week, but who are now missing.

Steam Shorel Started Under Police Pro-Inonwoop, Mich., July 16,-The steam shovel at Norrie mine started up under military pro-tection to-day. Only a few men offered their services to work under guard. The union has received no direct offer from the companies and the strike will be prolonged.

WHEN THE WIND DROPPED SHE PASSED THE VIGILANT AND WON.

They Satied Over a Course with Twelve Turns, and When the American Sloop Had Sen Boom and the Wind Wan Fresh She Was Always to the Land. When the Prospects Looked the Brightest for the Vigitant the Boats Ran Into a Calm, and the Britannia, Drifting Into Light Air, Went to the Front and Remained There-She Was 1 Minute and 60 Seconds Abend at the Fintsh-Victory for the Dakotah,

BANGOR, Ireland, July 16 .- The course over hich the American sloop Vigilant and the British cutter Britannia sailed to-day for the County Down Cup, or its equivalent in cash, £50, is peculiarly adapted to the English racing model. It has twelve turns, and, as the Britannia is credited with being at least a third faster in stays than the Vigilant, she entered the contest with the assurance that she had favorably two minutes advantage of the centreboarder. Over this course, that of the Royal Ulster Yacht Club, in July last the Britannia, in a stiff northeaster, worsted the Valkyrie by 11 minutes and 44 seconds. The Satanita, how-

The Vigilant looked a trifle less majestic than she did in last week's races, as she had 416 feet of her topmast cut off and her bowsprit shortened. This reduced her sail area. How much time she will now allow the Britannia will not be known until the centreboarder is remeasured. She had the same ballast that she used in he last contest.



The prize for which the Vigilant and Britannia struggled to-day was offered by the Marquis of Dufferin and Ava, Commodore of the Royal Ulster Club; the Marquis of Londonderry, Viscount Bangor, Lord Dunleath, Vice-Commodore, and Mr. R. E. Ward. The cloudy sky did not prevent crowds of enthusiastic Irish yachtsmen rom gathering from the several points on either side of Belfast Lough, overlooking the turns. There were thousands of spectators from Belfast, which is about ten miles southwest of this

little town.

When the boats reached for the line the wind was brisk from the southwest. The first leg of the course is to the westward, from a flag boat off the club house here, to another boat off Carrickfergus, about four nautical miles; the second leg is about 514 miles, runs north-northeast, to a mark boat off Black Head: the third leg is about 416 miles, runs thence south-southeast, to a mark boat off Briggs, and the final leg is about three miles, thence to the starting point. The yachts sailed over this course three times, covering about fifty miles.

The Vigilant was handled admirably at the start. Although she crossed the line three seconds later than the Britannia, she secured the weather berth. The yachts were timed as follows:

It was a reach close hauled over the four-mile leg. The Britannia gained 18 seconds on the Yankee craft. The breeze had increased, and filled the salty souls of the American onlookers mark boat in this manner:

The wind was fairly piping as the yachts turned and ran to the Black Head mark, 516 miles away. It was so strong that spinnaker booms were lowered and the great bellying sails set. But they were taken in, neither racer caring to risk losing them. There was something of a sea on out in the open, off Black Head. The Vigilant drew up on her rival, and at the Black Head mark the American was 21 seconds in the lead. Time:

It was a smoking tuesle through a nasty beam sea on the 445-mile stretch across the Lough to the mark boat off Briggs. The Vigilant showed her weather qualities, and passed that mark at 12:17:47, with fifty-two seconds in her favor. The Britannia's time was 12:18:30. The wind dropped a bit just after they rounded the Briggs mark. They made short tacks for home, the Vigilant increasing her lead perceptibly. They passed the home mark thus, amid cheers from a thousand Irish throats: Vigilant 12 57 24 Britannia 19 88 55

With 1 minute and 31 seconds in her favor the Yankee yacht headed for the Carrickfergus mark. The wind held true from the southwest, but was somewhat softer than at the beginning of the first round. It began to freshen as they neared Carrickfergus. The drop was uniucky for the Vigilant. In the close reaching on this leg she showed herself inferior to her rival. The Britannia picked up 52 seconds, rounding the Carrickfergus mark at 1:09:52. The wind got something of a Yankee gait on it again. It was not too strong for spinnakers this time. The Vigilant is marvellous at running with all her amplitude of muslin on, and she made it a stern chase for the Britannia rushing out to Black Head. There the time was:

Vigitant. 139:44
Britannia 149:28

A lead of 2 minutes and 44 seconds gave the impression that the Yankee yacht was nearly certain of capturing the cup. There were prayers on the part of the Americans that the wind would hold true and increase. It did increase, but began to shift to the westward. In the second contest at broad reaching, with the wind and sea on the starbsard beam, the Vigilant won more glory. She rounded the Briggs mark at 2:03:28; Britannia, 2:06:35. Even with her old time allowance of 3 minutes, the Vigilant, if the race had wound up here, would have been the victor by 7 seconds.

The wind had shifted nearly to northwest and, permeated with rain, was whistling down the Lough. After passing the Briggs mark the yachts made long and short boards of it to the Commodore's beat. The Vigilant lost ground by making a hitch inshore. She was timed at the home mark at 2:23:54; Britannia, 2:26:11. The vigilant thus lost 50 seconds in the three-mile beat between Briggs and the home boat.

The wind, after shifting to the northwest, gradually fell almost to a dead calm, and the race ceased to have any interest to the unitucky American.

The Britannia drifted into a light streak of air.

American.
The Britannia drifted into a light streak of air, and began overhauling the Vigilant, which then hardly had steerage way. At 3:10 the Briton passed the Yankee and stood for the Carrick-fergus mark. It was pure luck, combined with her talent in light breezes, that gave the Britan-

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for

3 91 90 The wind was from the northwest and in-creasing slightly as the yachts stood for Black Head on the last round. It was just about the port beam, enabling the giants to use their big stayualis. The bla miles of free sulling to Black Head was made by the Britannia in 34 minutes and 14 seconds. Time:

wind being from the northwest, instead of from
the open Lough, as in the proceding rounds, the
yachts salied to Black Head under the lee of the
land. A fog set in as they moved drearily up
the coast. They vanished I the vapor for 15
minutes, and their then I rounding Black
Head could not be taken, in the run to the
mark boat off Briggs the Hritannia gained
about ten seconds on the Yarkee boat. Time: Britannia.....Vigilant

The wind strengthened on the beat of 3 miles to the finish, and, as she has ever done under similar condition, the Vigilant picket up. She reduced the lead of the Britannia in this stretch of weather work from 2 minutes and 10 seconds to 1 minute and 33 seconds. It was lee rails under and a dash of spray over the bows in the two long boards the racers made in their dash for home. They were timed as follows:

Primaria. 4:30:18
Vigitant. 4:40:45
The uncertainty in regard to the allowance that the Vigitant will give to the Britannia made it impossible for the spectators to accurately determine how much the Vigitant had been defeated on corrected time. They merely knew that the British yacht had vanquished the centre-boarder by 1 minutes and 33 seconds, actual time. It is variously estimated that the reduced sail area of the Vigitant will reduce her allowance to the Britannia anywhere from 1 minute and 10 seconds to V minutes.

The race for ten-raters was won by the Herreshoff-built yacht Dakotah.
Eurlish yachtsamen have reversed their opinion of the Vigitant. They admit that she had much the best of the race, and seemed to be a sure winner until the wind fell. They believe that the great sea room at the mouth of the Lough was in the Vigitant's favor, but that the frequent turns in the course were against her, particularly in the light breezes. There was not a single fluke until the yachts ran into the calm at the beginning of the last round.

MARIER DEFEATS CRAIG

An Uppercut With the Left in the Second Round Does the Trick.

Bosrox, July 16,-Six minutes after the call of time for the ten-round fight between Peter Maher and Frank Craig at Music Hall to-night the colored lad was stretched at full length on his face in obedience to a doomful upper cut, while Peter was in the arms of John L. Sullivan and as many more as could get their arms

The fight was a smashing one from the call of time, and such excitement hasn't been seen in Boston, and Music Hall especially, since the days when Sullivan himself showed his hitting nowers on old Joe Goss. There were a few over 2,500 spectators, and until time was called for the event of the evening there were three four and one six round bouts between local men, but none of any reputation.

In the preliminary Andy Watson beat Charley Starville. Both were colored. Frank Kaveny and Peter Corrigan, a pair of featherweights, put up a fairly good go, Kaveny winning handily. Two draws were fought between Robert Allen and Jim Barnett, Walter Lang and Charlie Lynch. It was 11:10 when Maher came into the ring,

white and fat, and looking anything but in con-

dition. His interests were looked after by Sam Fitzpatrick, Billy Hennessy, and Paddy Kerrigan. Maher wore short black trunks with a green waistband. Craig was five minutes later in putting in an appearance. George Godfrey, Deany Butler, and Kid Burt went with him to his corner. They were slow in getting ready. Butler insisting on the articles of agreement being read to both men. He also demanded that a coin should be snapped for the choice of gloves. Five-ounce gloves were used. The referre was Billy Conley of this city. Dan Murphy was timekeeper.

Uraig was in fine condition. When he left New York Sunday he weighed 161 pounds. He was all of six or eight pounds heavier to-night. Maher must have outweighed him fifteen pounds at least. Time was called at 11:19.

Finer ROUND.—There was about fifteen seconds of sparring when Craig let go his left for the stomach. Maher was instantly back out of danger. Craig followed and was about to try his right when Maher swung a short hook with the left, which Craig ducked neatly and escaped the right by clinching. The moment they broke away Maher again tried with his left and was crossed hard on the jaw. The blow sent him to the ropes. The colored man was smoking hot after him and got in the left hard on the face. He was about to try with his right again when Peter stopped him with a straight left facer. A clinch followed. The referee got excited and fell down. They broke, and Peter tried three times in succession a short swinging left, missing each time. Craig got home hard on the ribs and missed a right try for the Jaw. Maher again tried with the left, Craig ducked and clinched, and in the break away was upper cut with the right. The blow was half stopped, but it shook the colored man badly. Then came a hot exchange at close quarters, Maher using his right to good advantage on the head. They broke and sparred for a moment, when Craig dent in and landed a crashing right on Maher's car. It was a half-chopping blow and glanced down, spending its full force on the peck and shou dition. His interests were looked after by Sam Fitzpatrick, Billy Hennessy, and Paddy Kerri-

was a half-chopping blow and glanced down, spending its full force on the neck and shoulder.

This ended the round, amid the wildest kind of the committee, said that there we

excitement.
During the interval of one minute John L. Sullivan, who sat behind Maher, began giving him advice.

"When he clinches and then jumps back, follow him," says John, "and root that right into his face; you have three or four chances." Whether this advice had anything to do with Maher's actions it would be hard to say, but it was just such tactics that won.

Scoon Hounn.—Craig started right in torush matters. He had his eye on Maher's fat stomach and Godfrey told him to play for it. He fointed like a flash with his left and planted his right over Maher's heart. Peter was getting away, but Craig was after him, and a swinging left landed hard on the ear. They were now at close quarters, and Maher sent in right and left with telling effect. Craig jumped away from the reception, and when a moment later he essayed another lead for the stomach a half-hook left caught him on the check bone. He stageered and sot in three or four with both hands. He clinched, and as he went in let go with his right. It went around Maher's neck. Peter pushed him away and let go his left. Craig ducked and half turned. Maher was after him like a tiger and sent in a left upper cut with the whole weight of his body lifting it. Craig dropped on his face like a stricken ox. He was not only counted out, but had to be carried to his corner.

Zimmerman and Wheeler Will Ride at

Birmingham. LONDON, July 16.-The Sportsman says that A. A. Zimmerman and Harry Wheeler have entered for the professional bicycle races in Birmingham on Aug. 6, 7, and 8.

Clover Hill Tennis Tourney. The courts of the Clover Hill Tennis Club on Macon street, near Stuyvesant avenue, Brocklyn, contained an enthusiastic sathering yesterday on the occasion of the annual summer tennis tournament of the organiration. William H. Shaofer reached the final round by excellent work, and will meet Harry Tuttle in the final round for the championship of the club. The re-

Gentlemen's Singles - Preliminary round: Walter A. Gentlemen's Singles-Preliminary round: Walter A.
Baker defented Vincent Cook by default: Harry Tuttie defeated Arthur Tolwell: 8-4, 6-3; Walter Scott
defeated William H. Flatt. 6-4, 6-4, George J. Richards defeated William f. Halsey, 6-8, 6-9; William
H. Shaefer defeated Benjamin W. Duncan by default.
First Round-Harry Fettiit defeated George W.
Richarda, 6-1, 6-2; Harry Tuttle defeated Walter
Scott, 6-0, 6-2; W. Shaefer defeated: Walter A.
Baker, 6-2, 6-3.
Semi-final Found-William H. Shaefer defeated
Barry Pettitt, 6-1, 8-6.

Hempstran, L. I., July 16,—The annual cruise of the Hempstead Bay Yacht Chib commenced very auspici-ously to-day. The yachts rendez-oused at amityville ourly to-day. The yachts rendersoused at amily tile harbor at moon, and the Captains held a meeting on the flagship Brosslyn at which the detail arrangements were completed. The start immediately followed, the fleet heading ones for Hay Shore, stooping at the Pointee-Woods. To-morrow the fleet will sail as far seat as Tack-longue, and on Wednesday will anchor off the Morielies. On Thurslay the return trip will be commenced, stooping at Patchogue in the evening where a reception will be tendered, and the fleet will continue are day to they show where a reception at the Prospect House in the evening will terminate the revue. This prices are offseed for the port to port races that are the features of the cruise.

Ice Along the Labrador Coast. Sr. Jone's, N. F., July 16. The schooner

M. Lake arrived here to-day from Cape Build. the northern extremity of Newfoundland She reports that the whole of the Labrador coast is blocked with ice flore. Five hundred sall of fishing vessels are authored at Quirpon unable to get further north, and are awaiting the breaking up of the ice before attempting to reach the fishing grounds.

Lyached a Negro to Kentucky. SCOTTSVILLE, Hy., July 16 .- Marion Howard,

colored, was taken from the Court House to-day by a mob and hanged to a tree in the Court House yard. Howard was being tried on the charge of assaulting ten-year-old fisulah David-son. He was captured on Sunday afternoon.

AMURRMENTS.

"Ansten's Scenograph" Proves to Be Hand-some and Very Ingentous.

The big amphitheatre of Madison Square Garden was opened last night for the first public display of "Austen's Scenograph." It presented an unusual appearance, for across its width at about two-thirds of its length from Madison avenue there was thrown a gayly decorated partition, about half of which was occupied by a stage opening. Here the Imperial Russian orchestra, under the leadership of Ivan Schotoff, had commenced a programme. The floor of the auditorium was covered with small tables, with a large staff of attendant waiters to serve refreshments, but of anything expected, there was not the slightest suggestion, of stairs, whose unpainted planks were conspicu-ous. To them visitors turned and were assured that they led to the "scenograph." Ascending them the searcher passed into a darkened room, which seemed so low, in comparison with the height of the auditorium just left behind, that tall folk were seen to stoop cautiously. Of this there was no need, and a patch of mellow light at the further side was soon seen to indicate the point from which the big picture was to be viewed. From it a sight was had of the painting, which was a bird's-eye view of the World's Fair buildings and grounds, with the city of Chicago, its suburbs, and Lake Michigan in the background. The scale was planned as if the point of view was 600 feet up in the air and directly over the lake in front of the Court of Hogor. The fair buildings of the foreground were models in ministure of the original structures, and were carried out with every possible attention to detail, while the background was pictured. The point where the models ceased and the paintings began was completely disguised, though it was at a piace where the same sort of objects were shown by the two different methods. In front of the fair buildings was a small section of the lake represented by real water, and at the extrems right this merged, without break, into a minic sketch of the same body of water. Painted ships were on the one and real ones on the other, which made the deception all the more interesting. As first shown, the whole scene was lighted as if the time were midday, and the shadows of small clouds darkened the landscape in many places. Soon the mimic sunlight gave away to dusk, the cloud shadows disappeared in the general obscurity, and the distant horizon began to glow with all the gaudy huses of a brilliant sunset. A rim of glowing red lingered for several minutes just above the distant prairie, and as it at last became subdued lights began to twinkle in the windows of the fair buildings. One by one they were brightly filuminated and by that time they were the only brightness in the whole picture, for complete darkness had set in.

The whole made a very effective and interesting display, one which will be sure to be appreciated for its novelry and ingenuity, to say nothing of the merits of the paintings which is unusually good. Last night sviewers of it seemed to enjoy it, and lingered a good while in the process. An occasional talkative man who was desirous of convincing bystanders of his having seen the original was sure to have a group of ready listeners to his identifications, and some who had viewed the White City in all its glory were heard to criticise the picture as giving a poor idea of the real size of things, but even these did not question the proportions and remarkable correctness of the perspective.

The method of viewing the painting is not good. Not more t foreground were models in miniature original structures, and were car-

while, and as all had to look down the crush was more than it would have been had the sight been upward. This is no fault of E.J. Austen, the painter and inventor of the "seenograph," but he has shown such admirable ingenuity in dressing the exhibit that perhaps he can readily discover some improvement on the present method of showing it.

CIVIL SERVICE LAW WORKINGS.

ALBANY, July 16. Senators O'Connor and McMahon of the special committee of the State Senate Judiciary Committee which was authorized to investigate the administration of the State civil service laws and report to the next Legislature were this morning at the rooms of the State Civil Service Commission. Senator Saxton, the third member of the committee, did

not attend. Those present included Civil Service Commissioners E. Prentiss Bailey, D. F. Van Vleet, and W. D. McKinstry, and John B. Riley and Col. S. W. Burt, former chief examiners of the State Civil Service Commission; Chief Examiner Webster of the United States Civil Service Com-Massachusetts Civil Service Commission, who had been subported as witnesses. This special committee was appointed by the Senate on account of the complaint made by the Senate of a account of the complaint made by the New York Civil Service Reform Association of violations of the civil service laws. The association was represented to-day by Horace E. Deming and Secretary George McAneny. Mr. Deming also acts as counsel for the committee. Frof. C. A.

Acts as counsel for the committee. Prof. C. A.
Collin of Ithaca was also present.
Senator O'Connor, in opening the session of
the committee, said that there were no charges
against any one, but that there were no charges
against any one, but that the committee intended to investigate the administration and workings of the civil service laws, ascertain the results thereof, and to find out the reasons if the
law was not a success. The Civil Service Commissioners were present merely as spectators.

Col. Burt, who was the chief examiner of the
first State Civil Service Commission, was the
first witness. He was examined by Mr. Deming,
and explained in detail the routine work of the
Commission, and the reasons which governed
the adoption of the first rulesand regulations and
also the competitive and non-competive schedules.

The witness said that he went out of office in
1885, and that by this time the civil service
laws should be in full operation. He thought the
law could be effective.

Chief Examiner Webster of the United States
Civil Service Commission was then sworn.

He said that a successful administration of

law could be effective.

Chief Examiner Webster of the United States Civil Service Commission was then sworn.

He said that a successful administration of the civil service laws depends upon all positions being hrought into the competitive schedule and the manner of its enforcement. The United States received much better results from employees who have been appointed from the civil ervice lists, especially on account of the facts that their tenure of office was more certain. He thought the increase of the number of persons appointed in the State service in the competitive schedule from 22 in 1885 to 125 in 1893 was an indication that the law was being more generally administered.

Chief Examiner Sherwin of the Massachusetts Civil Service Commission followed in the line of the previous witnesses, tentifying to the successful operation of the Civil Service law in his Commonwealth. He said that in that State the endeavor was to bring all positions in under the competitive schedule, until now only the stenographers of the Governor and of the Mayors of rities are exempted as holding confidential positions.

Prof. Collin asked if there were not penaltics.

cities are exempted as holding confidential positions.

Prof. Collin asked if there were not penalties embracing fines of from \$100 to \$1,000 attached to violation of the Massachusetts Civil Service law. Mr. Shewin replied that there were, Prof. Collin then said that there were no penalties provided for violations in the New York State Civil Service law previous to the passage of the amendments by the last Legislature.

Mr. W. D. J. Campbell, Secretary of the Brooklyn City Civil Service Commission, testified that nearly all the public positions in Brooklyn were in the competitive list, to the number of over 4,900.

The testimony of to-day was brought out in an endeavor to show that wherever else the principle of civil service has been practised it has been a success.

The thermometer at Ferry's pharmacy in True Scu milding recorded the temperature yesterday as foi-

Average Average on July 16, 1868 ... WARRINGTON PORRELAT FOR TUESDAY.
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